

GREAT DESERT AIR RACE OF 06'

RULES & REGULATIONS

I. EVENT DEFINITION

A cross-country proficiency event of approximately 225 statute miles for single and multi-engine aircraft to be flown during daylight hours under VFR conditions and conducted on a handicap system.

Contestants are to choose their own (ground) speed handicap in statute miles per hour, and estimate fuel to be used to the nearest tenth of a gallon. A recommended power setting would be 65%, but that is the option of the pilot. The **SPEED HANDICAP MUST BE INCLUDED** on the **APPLICATION FOR ENTRY** for that entry to be accepted. Fuel estimates will be turned in at the Saturday morning briefing.

II. ORGANIZATION

The Great Desert Air Race will be conducted under the auspices of the County of San Bernardino Department of Airports.

All contestants must abide by any and all rules and regulations set forth by the County of San Bernardino Department of Airports. Violations of any rules or procedures will result in disqualification from the Race or in scoring penalties as outlined on the penalty sheet.

Emphasis is placed on safety and fairness to each contestant and aircraft.

III. PILOT QUALIFICATIONS

A. Operation of aircraft is open to all licensed pilots, women and men, private grade or higher. A co-pilot or observer (need not be licensed) is mandatory. Extra passengers may be carried at the discretion of the pilot.

B. The Chief Judge, Chief Timer and Fuel Judge are ineligible for this event.

IV. AIRCRAFT SPECIFICATION

A. The Great Desert Air Race is limited to certificated fixed wing aircraft with evidence of insurance that states the Country of San Bernardino is additionally insured.

B. Aircraft must have a range of 225 statute miles without refueling.

C. Aircraft must have a current annual and/or must be within their 100 hour inspection, if applicable. All aircraft must have proper entries in their logbook.

D. Aircraft must have communication capability in the frequency range of 118.0 to 129.5 MHz.

V. OPERATION OF THE RACE

A. Visual flight rules will prevail. Instrument flight is prohibited and constitutes disqualification from the race.

B. Proper charts for the race route will be the responsibility of the pilot-in-command.

C. Starting, taxiing, and takeoff sequences will be at the direction of the official starter. Normal procedures will be for the aircraft with the highest specified race ground speed handicap to take off first. The Great Desert Air Race, Race Coordinator reserves the right to alter the order of take off.

D. Aircraft not able to take off at the allotted time, or registering late but wishing to continue in the race, will be started after other competitors have taken off in assigned order.

E. All aircraft must leave the starting line with full fuel tanks except for fuel used during run up and taxi. **It is the responsibility of the pilot-in-command to ensure that the aircraft is topped off the EVENING BEFORE THE RACE.** There will be no additional topping of tanks on Saturday morning.

F. All pre-takeoff aircraft checks must be completed before the aircraft reaches the starting line of the race.

G. Official time: time will be started when the aircraft, either airborne or on the ground, crosses the designated timing line, and will be stopped when the aircraft crosses the finish line on the return fly-by.

H. Aircraft will depart at one to two minute intervals at the discretion of the starter. **PLANES MUST FLY THE FULL LENGTH OF THE RUNWAY BEFORE TURNING ON COURSE.**

I. The time taken for an unscheduled stop will be included in the official time of a participating team.

J. Each team will be provided a Race reporting sheet to record the identification of pictures along the route and/or signifiers at checkpoint airports. After completing the race, teams will remain with their aircraft until the reporting sheet is handed to a ramp official.

K. All Contestants will cross the finish line as prescribed at the pre-race briefing.

L. Cutting of the engine before in your designated parking spot or before abeam that spot (procedure will be described in pre-race briefing) so as to avoid normal taxi procedures and use of fuel is prohibited. Engines must be cut immediately upon completion of parking or on signal from ramp official. Turbo-charged aircraft or others requiring additional idle before shutdown must be identified to Race Coordinator at briefing.

M. It will be the responsibility of the pilot or an authorized representative to remain with the aircraft until it has been fueled at the finish of the Race.

N. The Race course will be measured from the center of airport symbols on current charts.

O. All Race aircraft will be impounded prior to and after the Race at the owner's risk. All reasonable precautions will be taken, but no responsibility for fire, theft, or windstorm will be assumed by the airport or Race officials. It is the absolute responsibility of the pilot to tie down the aircraft.

P. The decision of the Judges committee will be final.

VI. APPLICATION FOR ENTRY AND FEE

A. Application for entry must be filled out and sent to the Registration Chairman accompanied by the proper entry fee.

The Race Board reserves the right to reject any application at any time. In this event and only in this event, will the entry fee be refunded. The Race Board also reserves the right to extend the entry deadline.

B. Entrants **MUST submit speed handicaps to the nearest statute mile per hour on entry application for that application to be accepted.** Fuel estimates to the nearest 10th of one gallon are to be turned in at the Saturday morning briefing.

C. In the event a pilot finds she/he will have to fly a plane other than the one listed on the entry application, it must be reported immediately to the Race Coordinator and such entry will be accepted or denied at the discretion of the Race Coordinator.

D. Each contestant must carry a minimum of bodily injury liability and property damage liability insurance on the aircraft to be flown in the Race as stated on the Certificate of Insurance. Each contestant is required to file a "Certificate of Insurance" upon registration at the Race. A certificate issued on the insurance company's form is acceptable provided it describes or names the event, date(s) or insured's participation and the Limits of Liability. **DO NOT** bring your policy; it cannot be accepted in lieu of the above.

(NOTE: Almost every policy has a standard statement in it excluding coverage during competitive events; you need your

insurance company's endorsement saying coverage will remain in effect during this event. Since this is a proficiency event designed to upgrade the pilot's skills, no insurance company should object to signing this certificate or issuing one on their own form.)

E. All Race participants shall sign a Documentation and Certification form agreeing to abide by the FAR's and rules of the Race. They will agree to be bound by any decision or interpretation made by the Judges Committee on any matter.

VII. IMPOUNDING AND INSPECTION OF AIRCRAFT

A. Impounding will begin Friday at 1:00 p.m. Impound deadline is 6:00 p.m. Aircraft arriving with prior permission after impound deadline may be admitted at the discretion of the Race Coordinator provided sufficient time remains for the inspection. **LATE ARRIVALS MUST BE APPROVED BY THE RACE CHAIRMAN.**

B. Pilots must remain with their aircraft for fueling. Ramp personnel will not be responsible for fueling any aircraft.

C. Pilots will proceed to Registration to finalize documentation.

D. Pilots arriving on Saturday will need to be in their appropriate parking spot by 7:30am in order to be registered, fueled, chalked, and ready for the mandatory pre-race pilot briefing.

VIII. PILOT BRIEFING

A. It is mandatory that all pilots, and recommended that all co-pilots or observers attend the briefing on Saturday morning. Co-pilots, if sufficiently rated so as to be able to act as pilot-in-command may attend in lieu of pilots only with advance approval of the Race Chairman.

B. The Friday evening briefing is strongly recommended but is not required.

IX. SCORING

The object of this Race is to demonstrate the ability of the contestant to fly a cross-country course in such a manner as to most closely equal the contestant's speed handicap and fuel estimate.

Scores will be determined by matching each contestant's actual speed against handicap speed and fuel used against the fuel estimated, with speed and fuel each accounting for half of the score. Percentage of either fuel or speed going over 100 will be considered as the difference from 200 rather than 100.

A. Scores will be compiled by the Official Scorer as appointed by the Race Coordinator. Assigned handicaps, fuel allowances, scoring method herewith, and penalties per penalty sheet will determine contestants standing.

B. The Judges Committee, composed of the Chief Judge, or his/her representative, and Race Coordinator, or her representative, will make the determination of any penalties to be applied. If time permits and the respective pilots are available, the Judges Committee will afford the team an opportunity to discuss/review any penalties to be applied before the final scores are determined. The decision of the Judges Committee is final.

C. Fuel is in gallons and tenths, speed in statute miles per hour, and distance in statute miles.

D. Attendance will be checked at each of the required briefings and any pilot or co-pilot/observer not present at the briefings will subject that entry to disqualification. All exceptions must be approved by the Race Chairman.

E. SCORING EXAMPLE:

TIME/SPEED: All speed is in statute miles per hour

Handicap speed = est. ground speed on application = ____ (s)mph.

Par time = (distance / handicap speed) = ____ Hrs.

Actual elapsed time in seconds ____ (X 3600) = ____ (Seconds)

Actual elapsed time in hours ____ (Seconds/3600)

Actual speed = (distance / actual hours) = ____ (s)mph

Speed score = (actual speed / handicap speed) X 100 = ____ %

NOTE: If % is over 100, subtract from 200

FUEL: All fuel is estimated and measured to the nearest tenth of a gallon

Fuel score = (actual fuel / estimated fuel) X 100 = ____ %

NOTE: If % is over 100, subtract from 200

TOTAL SCORE:

$$\text{Total score} = \frac{\text{Fuel \%} + \text{Speed \%}}{2} = \text{_____ \%}$$

(Penalties, if any, will be subtracted from total score)

X. PROTESTS

- A. Only the pilot will have the right to protest any violation of Race rules.
- B. Protests must be filed in writing with the Judges Committee within one hour after the last aircraft has been fueled.
- C. All decisions of the Judges Committee will be final.

PENALTIES AND DISQUALIFICATION

PENALTIES

Taking off prior to signal	.2%
Not flying full length of runway on takeoff or fly by	.2%
Cutting another aircraft out of pattern (Dual fly-bys are permitted. Overtaking aircraft Must do all passing on the right.)	1.0%
Orbiting within five miles of finish line	.7%
S-turns while approaching fly-by at Apple Valley Airport	.4%
Failure to identify a picture or signifier	.2%

DISQUALIFICATION

Required documents incomplete	exclusion
Flying unsafe aircraft, non-adherence to FARs	disqualification
Failure to be visually identified at finish line	disqualification
Flying fly-by at finish line the wrong direction down the runway	disqualification

(If a pilot gets lined up the wrong way by accident, he may reenter normal flow of traffic and repeat the fly-by correctly. No penalty or disqualification will result provided the aircraft HAS NOT ENDANGERED OTHER AIRCRAFT in any of these maneuvers.)

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